

In the Claims: (referring to revised PCT claims 1 to 13 annexed to the PCT I.P.E.R.)

1 1. (original) A method for determining a steering torque for
2 the steering wheel of a motor vehicle, wherein a steering
3 angle for the steered wheels is predefined by the driver by
4 means of the steering wheel using a continuous mechanical
5 connection between the steering wheel and the steered
6 wheels with a steering-wheel torque which represents the
7 forces on the vehicle axle being active, said
8 steering-wheel torque being caused as a result of the
9 continuous mechanical connection existing between the
10 steering wheel and the steered wheels and wherein a manual
11 torque (M_{soll}) which is superimposed on the steering-wheel
12 torque (M_{ist}) is determined using at least one axle model.

1 2. (original) The method as claimed in claim 1, characterized
2 in that the manual torque (M_{soll}) is determined in such a
3 way that actuation of the steering wheel in a direction
4 which is favorable in terms of vehicle movement dynamics is
5 made easier.

Claims 3 to 11 (canceled).

1 12. (original) The method as claimed in claim 1, characterized
2 in that, by virtue of the fact that the steering torque (M_{soll})
3 is superimposed on the steering-wheel torque (M_{ist}), the driver
4 is prompted to perform a steering action on the steering wheel

5 which generates steering angles which correspond to a better
6 driving behavior of the vehicle.

Claim 13 (canceled).

[REMARKS FOLLOW ON NEXT PAGE]